

be a period for morning business with Senators permitted to speak for up to 5 minutes each.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mrs. MOSELEY-BRAUN addressed the Chair.

The PRESIDING OFFICER. The Senator from Illinois is recognized.

Ms. MOSELEY-BRAUN. I thank the Chair.

(The remarks of Ms. MOSELEY-BRAUN pertaining to the introduction of S. 1756 are located in today's RECORD under "Statements on Introduced Bills and Joint Resolutions.")

Mr. DOMENICI addressed the Chair.

The PRESIDING OFFICER. The Senator from New Mexico is recognized.

Mr. DOMENICI. I thank the Chair.

(The remarks of Mr. DOMENICI pertaining to the introduction of S. 1755 are located in today's RECORD under "Statements on Introduced Bills and Joint Resolutions.")

Mr. GRASSLEY addressed the Chair.

The PRESIDING OFFICER (Mr. THOMAS). The Senator from Iowa.

REDUCING THE GASOLINE TAX

Mr. GRASSLEY. Mr. President, even though we are in morning business, I want to address the issue that was on the floor prior to the vote that we just had. That vote on cloture was our attempt, on the majority side, to stop a filibuster and to get to a vote on reducing the gasoline tax by 4.3 cents.

Once again we have run up against the minority's unwillingness to allow us to have a vote on President Clinton's gas tax. We know it would pass overwhelmingly. The President has already said he would sign it. It seems to me it is something we ought to do.

We had 54 votes—I think that is 53 Republicans and one Democrat vote—to stop debate so we could get to a vote on final passage. We would have more than 51 votes to pass it. So it would pass, but we needed six more votes from the Democratic side to make cloture happen. We did not get them. So we are at a standstill here on this piece of legislation. It is needlessly being held up, and those holding it up are needlessly causing the taxpayers of this country, those people who drive cars, to pay more tax while the price of gasoline continues at a very high level. Consequently, I hope we can bring the repeal of President Clinton's gas tax to a vote. I particularly would like to repeal it because the repeal is something that can be passed very quickly. We know that this is true because it is something that the President said he would sign.

We Republicans strongly feel that President Clinton's gas tax should be repealed because we, en bloc, voted against President Clinton's tax bill of 1993. We knew it was the biggest tax hike in the history of the country, and we felt it would do harm to the economy. We are finding out that it is doing harm to the economy. Even

though we have had a recovery, we could have created 3 million more jobs in this recovery, compared to other recoveries, had President Clinton not increased taxes. These are jobs that are not being created because of the damper on the economy that the biggest tax increase in the history of the country has given us, of which the 4-cent gas tax increase was a major part.

I thank the majority leader for calling this bill up that repeals the Clinton gas tax, and for his bringing it to the immediate attention of the Senate.

If I can begin by way of conclusion, I believe the Senate should join the House Committee on Ways and Means in passing a swift repeal of the Clinton gas tax increase of 1993. In 1993 the Committee on Ways and Means, then controlled by Democrats, estimated what this bill would cost the drivers of the various States. They figured what they think it would cost my Iowans, based on the assumption that Iowans drive 12,396 miles per year. I think that this estimate is probably a number that is smaller than what Iowans truly drive. I do not think these estimates by the economists for the Ways and Means Committee include the fact that farmers and many other people in rural America have to drive long distances, not only for their business, but also to get their kids to school and back home every day and all the other things associated with a family. I think the 12,396 miles that was estimated by the Committee on Ways and Means in 1993 is probably too small.

Nonetheless, the Committee went on to say that if you take that 12,396 miles that Iowans would drive on average per automobile, and multiply that times the Clinton gasoline tax increase of 4.3 cents, it is going to cost Iowans an extra \$26.66 per year to drive a car. That is assuming a one-driver family. Most families are two-driver families and then would expend twice that amount of money at \$53.32.

I think families with children have better use for their \$53.32 fuel tax expense than funding the President's big spending habits that were part of his 1993 budget and tax increase. For example, \$53.32 for the average family would buy any of the following items in a typical Iowa farm town: 24 gallons of milk at \$2.15 a gallon, 67 pounds of apples at 79 cents a pound, 71 cans of tomato soup at 75 cents a can, 14 boxes of breakfast cereal at \$3.69 a box, 44 dozen eggs at \$1.19 a dozen, 53 loaves of bread at 99 cents a loaf, 60 pounds of hot dogs at 89 cents a pound, and 106 boxes of macaroni and cheese at 50 cents a box.

Alternately, if a family wants to have summer activity for children, \$53.32 will buy either three unlimited summer children's passes at the swimming pool or two activity fees for the youth little league baseball program.

These are real opportunity costs affecting real families in my State because we have this gas tax increase that has been a damper on the economy and families. Because Iowa fami-

lies have been paying the Clinton fuel tax for all of 1993 and all of 1994, you must readily see that President Clinton has denied these families some of these necessities. He has done so, not only once, but he has done it twice.

Now, in 1996, Iowa families desperately need Congress to repeal the President's 1993 fuel tax increase. The American Farm Bureau Federation, which speaks for a lot of people in rural America, agrees with the need for the repeal of the tax. The American Farm Bureau notes that President Clinton's gas tax increase is the first time in which fuel taxes have ever been used for anything other than transportation funding.

The highway trust funds are important to farmers because Iowa farmers need someone to improve rural bridges and roads, not only for getting a family back and forth to town, but also to get their inputs into their farming operations as well as the grain and other products that they produce to market. We find in our State that many of our roads and bridges used by farmers do not currently meet safety engineering standards.

If we need to have a gas tax, then I say let it be spent on roads and highways and bridges to move people. It is a user fee. It ought to be used for that purpose.

This 4.3-cent gas tax increase in 1993 went into the general fund. As Senator ASHCROFT, of Missouri, said better than any of us can say, it is a Clinton gas tax increase paid for by people going to work. It goes into a fund that is going to go to programs for those people that do not go to work.

If we are going to tax working people 4 more cents for gas, it ought to go into the road fund so that it is going for the people that are using the roads. So if we take this 4 cents out, and President Clinton still feels that this money ought to be spent on some of these programs with the general fund as their source of revenue, then the President should agree to cut spending elsewhere in the budget rather than taking money that ought to go to build better roads, safer roads, and safer bridges. But his act of 1993 does not build any roads or bridges with his fuel tax.

So the President had an opportunity to cut spending when we passed the Balanced Budget Act of 1995. I like to remind people that because some are cynical about Congress' ability to pass legislation to balance the budget that the Republican Congress succeeded in doing it.

Mr. President, if I am running out of time, I ask unanimous consent for 5 more minutes.

The PRESIDING OFFICER. Is there objection? Without objection, it is so ordered.

Mr. GRASSLEY. Mr. President, I am sorry that I went over time, but I will make this last point.

The President in December vetoed the Balanced Budget Act of 1995. This

1,800-page bill that we sent to the President was the product of about 8 months of work by the Senate and the House. It was the product of 13 different committees. Every committee had to change the programs that are under its jurisdiction to fit into the effort. That effort was the policy to balance the budget. Our bill did that.

So, once in awhile, I like to reconsider our now vetoed Balanced Budget Act of 1995, because I have been working with other people in the Congress for a long time and we said that we could balance the budget. But, quite frankly, until last year we never delivered on that promise.

We tend to overpromise in Congress which can be wrong. We should be careful not to overpromise. We should perform in office commensurate with the rhetoric of our campaign.

We had promised to balance the budget over so many years in the 1970's and 1980's and early 1990's—the last time we had a balanced budget was in 1969—but we did not succeed, and yet we had promised it. That is why some people are so cynical about some of us in public office.

I suppose if you would have asked me 12 months ago, would we ever have gotten to a balanced budget, I would have been cynical myself about our ability to succeed. I would have said, "Well, no. It's a good goal, but we'll never get it done." I never said that at the time, but that is what I thought. Yet, I am on the committees that have to deliver on it. We were able to produce a budget that the nonpartisan Congressional Budget Office declared balanced. And the President vetoed it.

We are going to be able to start, maybe tomorrow morning, to put together another balanced budget act. This will be the balanced budget act of 1996. We will still have a lot of tough decisions to make, but at least now we have the President on record as saying that he was for a balanced budget. He said he was for a balanced budget, only he would do it in 10 years even though our's did it in 7 years. The new one to be taken up soon will do it in 6 years. It will ultimately balance because we said 12 months ago we were going to balance it. At least now we have the President saying he is for a balanced budget. I hope he really is. After June of last year, he said he was for a balanced budget. We passed it, and he still vetoed it.

So the process starts over again. I am not cynical about whether or not we can balance the budget now because we proved to the public we could do it. Most importantly, we had to prove it to ourselves that we could do it, and we did.

So I think that the President has an opportunity now to hopefully reject this business that you can tax people with a gas tax for money that ought to go into the road fund to build safer highways. Currently, President Clinton's gas tax is going to fund a bunch of programs with gasoline user fees

that have nothing to do with the people that are using the highways. Here is a way that he could help repeal that. He said he would do it. I hope he sends a message to the minority party up here on the Hill that he will do it.

I yield the floor.

Mr. BUMPERS addressed the Chair.

The PRESIDING OFFICER. The Senator from Arkansas.

THE DEFICIT

Mr. BUMPERS. Mr. President, I have listened very carefully to the Senator from Iowa's speech, as I have listened virtually to every member of the Republican Party of the Senate who has consistently lamented the deficit-reduction package of 1993. I did not enjoy voting to raise taxes in 1993 any more than I enjoyed cutting spending in 1993. But to set the record straight, that deficit-reduction package was intended to reduce the deficit compared to what it would otherwise be, by \$500 billion over a period of 5 years.

It was a very dramatic time in the Senate. Fifty Democrats voted aye. Every single Republican voted no. And Vice President GORE, who was seated in the chair that day, voted aye and broke the tie. And so the \$500 billion deficit-reduction package became law. At least two Senators on this side of the aisle lost their reelection campaigns because they voted aye, a very courageous and responsible vote.

The Office of Management and Budget estimates that rather than produce \$500 billion in savings, but because interest rates came down as a result of that package and because economic activity went up, the 1993 Clinton budget bill will actually reduce the deficit by \$800 billion over the same 5-year period, 1993 to 1998.

So I ask my Republican colleagues who find that deficit-reduction bill passed by 50 very courageous Democrats in 1993, I ask them to tell all Americans as we start to work on the budget tomorrow, where you would get that \$800 billion if we had not acted so responsibly?

The budget we will debate tomorrow, which I have absolutely no intention of voting for, again, has substantial cuts in Medicare and Medicaid, and—listen to this—a \$60 billion cut in education over the next 6 years.

Who gets the money? Why, the Republican budget provides for an \$11.3 billion increase next year alone in defense spending. Now, Mr. President, for the edification of anybody who cares, out of a roughly \$1.7 trillion budget, less than one-third of that is for what we call domestic discretionary spending—education; the environment; medical research; medical care and a whole host of other things.

Mr. President, \$515 billion is provided for discretionary spending, but defense gets the bulk of that, including a nice, handsome \$11-plus billion increase, and everything else that makes us a great country worth defending goes down.

The environment, including funding for EPA's enforcement, takes a whopping hit. In 1970, 65 percent of the lakes and streams in this country were neither swimmable nor fishable. In 1995, 65 percent of the lakes and streams in this Nation are swimmable and are fishable because EPA, through their enforcement acts, made people quit dumping their sewage into the rivers and streams and made the soap manufacturers come up with cleaner soaps without chemicals in them.

How does the Republican budget respond to that kind of progress? Why, they cut EPA's enforcement because they argue the business community just cannot take it. I am the first to admit that some regulations are crazy and do not make sense. But nobody, Republican or Democrat alike, in their heart of hearts wants to turn the clock back on cleaning up the lakes and streams of this Nation, or polluting the air we breathe, which is much, much cleaner now, principally because we made the automobile industry put catalytic converters in their cars.

So when the Republicans talk about that big tax hike in 1993, what is their answer? Maybe in their heart of hearts they are feeling a little badly about having voted against cutting the deficit by an honest-to-God \$800 billion—not over 7 years; over a 5-year period. What is their answer to it? Cut the gasoline tax 4.3 cents. I thought my good colleague from Louisiana, Senator BREAU, had a great line. That is like spitting in the ocean and trying to make it rise.

The gas tax did not cause the gasoline price increase and it is not going to contribute to reducing it. It will go into the pockets of the oil companies. Everybody says that by October, gas prices will be back where they started from and we will be sitting here with \$3 billion added to the deficit.

What is it with the Republicans? They will not vote for deficit reduction, they keep on increasing defense spending, they keep wanting to repeal the gas tax. And their budget has an enormous billion tax cut. I am not voting for any tax cuts until we get the deficit under control.

You know what is really paradoxical about the proposed tax cut that gives families a credit for each child? Listen to this: Six to nine million people in this country work for anywhere from \$4.25 an hour to \$6 and \$7 an hour, 6 to 9 million of them. We give them a little check at the end of the year called the earned income tax credit because we believe that is preferable to their quitting work and going on welfare. So we say we will give you up to \$2,800 at the end of the year if you will just stay on the job. That is a lot cheaper than \$9,000 a year on welfare. It is a good investment for us.

What does the Republican budget do? It cuts investment tax credit by approximately \$20 billion. What does this mean to the 6 to 9 million people who are working for essentially minimum